

THE GREAT

RAILROAD ROUTE TO THE PACIFIC

AND ITS

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RAILROAD

CONNECTIONS

SHOWING THE RELATION OF THE

ALABAMA AND CHATTANOOGA RAILROAD

TO THE PROPOSED

SOUTHERN LINE TO THE PACIFIC.

BOSTON:

ALFRED MUDGE & SON, PRINTERS, 34 SCHOOL STREET.

1870.

385.4

Qc 129





**THE
GREAT RAIL ROAD ROUTES
TO THE PACIFIC,
AND THEIR CONNECTIONS.**

Showing the relation of the Alabama and Chattanooga
Railroad to the proposed Southern Route to the Pacific
1870.

— & — Railways Completed
- - - - - Projected


SCALE



Table showing the lengths, sums of ascents and descents, equated lengths, cost, etc., of the several routes explored for a railroad from the Mississippi to the Pacific.

	Distance by air line.	Distance by proposed railroad.	Sums of ascents and descents.	Length of level route of equal working expense.	Comparative cost of different routes.	No. of miles of route through arable land.	No. of miles of route through land generally uncultivated, arable soil being found in small areas.	Number of miles at an elevation above the sea between—								Altitude above the sea of the highest point on the route.			
	Miles.	Miles.	Feet.	Miles.				0 and 1,000 feet.	1,000 and 2,000 feet.	2,000 and 3,000 feet.	3,000 and 4,000 feet.	4,000 and 5,000 feet.	5,000 and 6,000 feet.	6,000 and 7,000 feet.	7,000 and 8,000 feet.	8,000 and 9,000 feet.	9,000 and 10,000 feet.	Feet.	
Route near forty-first and forty-second parallels, from Council Bluffs, via South Pass, to Benicia	1,410	2,032	29,120	2,583	\$110,095,000	632	1,400	220	170	210	160	590	285	270	107	20	.	8,373	Tunnel at elevation of 9,540 feet.
* Route near thirty-eighth and thirty-ninth parallels, from Westport, via Coo-chee-to-pa and Tah-ce-chay-pah Passes, to San Francisco	1,740	2,080	49,985	3,026	Impracticable	620	1,460	340	276	165	348	466	170	60	155	80	20	10,032	Tunnel at elevation of 4,179 feet.
Route near thirty-eighth and thirty-ninth parallels, from Westport, via Coo-chee-to-pa and Madelin Passes, to Benicia	1,740	2,290	56,514	3,360	Impracticable	670	1,620	275	308	190	143	725	264	110	155	80	20	10,032	
Route near thirty-fifth parallel, from Fort Smith to San Francisco	1,550	2,096	48,521	3,015	106,000,000	646	1,450	585	290	261	236	181	295	222	26	.	.	7,550	
Route near thirty-fifth parallel, from Fort Smith to San Pedro	1,360	1,820	48,862	2,745	92,000,000	420	1,400	354	292	236	210	185	295	222	26	.	.	7,550	
Route near thirty-second parallel, from Fulton to San Francisco, by coast route	1,630	2,024	38,200	2,747	†90,000,000	834	1,190	893	347	120	342	271	50	.	.	.	.	5,717	
Route near thirty-second parallel, from Fulton to San Pedro	1,400	1,598	30,181	2,169	68,000,000	478	1,190	478	337	120	342	271	50	.	.	.	.	5,717	
Route near thirty-second parallel, from Fulton to San Diego	1,360	1,533	33,454	2,167	†68,000,000	374	1,159	420	305	125	362	271	50	.	.	.	.	5,717	

* Supposing the route to be a straight line with uniform descent, from the Un-kuk-oo-ap mountains (near Sevier river) to the entrance of the Tah-ce-chay-pah Pass—the most favorable supposition possible.
† The estimate of Lieutenant Parke for the construction of a railroad by this route, from Fulton to San Jose, is \$82,812,750. Adding \$2,025,000, the office estimate for the route from San Jose to San Francisco, Lieutenant Parke's total estimate from Fulton to San Francisco would be \$84,837,750.
‡ The estimate of Lieutenant Parke for this route is \$59,005,500.
§ The sum of the minor undulations (not included in the sum of ascents and descents here given) will probably be greater for the routes near the 47th and 49th parallels than for the other routes.
|| With the amount of work estimated for the roads in this report, the equated lengths, corresponding to the sums of ascents and descents, have but little practical value.
¶ With a full equipment and heavy freight business, the sum of ascents and descents becomes important.



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PROSPECTUS.

The ALABAMA AND CHATTANOOGA RAILROAD, extending from *Chattanooga, Tennessee*, to *Meridian*, in the State of *Mississippi*, passing through the States of Tennessee, Georgia, Alabama and Mississippi, is the shortest and most desirable route from the northeast to the southwest portions of the Union, and to the *Pacific Ocean*, via the VICKSBURG AND MERIDIAN RAILROAD to *Vicksburg, Mississippi and Marshall, Texas*, and thence on the thirty-second parallel to *San Diego, California*, on the Pacific shore. It is proposed to state some facts showing the progress of the company in building this important link, in the great chain which is to unite the Southern States with California.

CHARTERS.

The ALABAMA AND CHATTANOOGA RAILROAD COMPANY have the most liberal charters granted by the several States through which it passes, for a road from *Chattanooga, Tenn.*, to *Meridian, Miss.* They have also asked the States of Mississippi and Louisiana to give them similar rights to enable them to construct their road from or near *Meridian* to *New Orleans*, which will undoubtedly be granted. They also have the power to purchase, or to consolidate with any other connecting roads, as they may deem expedient.

LENGTH OF ROAD.

The distance from *Chattanooga* to *Meridian* is about three hundred miles, and from *Meridian* to *New Orleans* about two hundred miles, — in all about five hundred miles.

GRADES AND CURVATURES.

The grades and curvatures are very easy; so much so, that the fastest time can be made with as much safety as on any road in the country. The average grade is about twenty-eight feet to the mile; maximum grade, fifty-two feet. The minimum curve is three degrees.

AMOUNT OF ROAD IN OPERATION.

The line between *Chattanooga* and *Meridian* is now completed, fully equipped, and in operation for about one-half its length. Pronounced by experts to be a first-class road in all respects.

TIME OF COMPLETION OF THE ENTIRE ROAD.

The Company propose to complete the line between *Chattanooga* and *Meridian* the present year; and that from *Meridian* to *New Orleans* by July, 1871.

DONATION OF LANDS.

This Company has received a grant from the general government, by act of Forty-first Congress, April 10, 1869, of six alternate sections per mile of land lying along and connecting with the line of the road, and located in the State of Alabama.

CHARACTERISTICS OF SAID LANDS.

About seventy-five per cent of these granted lands are mineral in character and abound prolifically in red and brown hematite iron ores, bituminous coal, etc. These coal and iron mines are unsurpassed in quality and inexhaustible in quantity. The balance of the lands are arable and of the best quality, and on these, as far as the road penetrates the country, emigrants are settling rapidly. The mineral lands have not heretofore been developed, owing to the difficulty of making the ores available

for useful purposes for want of the proper means of transportation, the absence of railways and water communication. The completion of this road will make the greater portion of these lands exceedingly easy of access, and will invite thither capitalists to operate them and to develop their resources into products and material for railway and other purposes.

CONNECTING LINES.

This company has very valuable connections, as follows: At *Chattanooga, Tenn.*, with the EAST TENNESSEE AND GEORGIA LINE, leading to *Washington* and the northeast; with the NASHVILLE AND CHATTANOOGA LINE to *Nashville* and the north; with the WESTERN AND ATLANTIC, to *Atlanta, Ga.*, and the south. At its southern end, at *Meridian*, with the VICKSBURG AND MERIDIAN to *Vicksburg*, and thence by the NORTH LOUISIANA AND TEXAS RAILROAD, formerly known as the VICKSBURG, SHREVEPORT AND TEXAS RAILROAD, to *Marshall, Texas*, near the thirty-second parallel. *This is undoubtedly the best route through to the Pacific coast.* The MOBILE AND OHIO RAILROAD connects at *Meridian* to *Mobile* south, and north to *Cairo*, etc. The NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD at *Jackson*, on the VICKSBURG AND MERIDIAN LINE, gives communication with *New Orleans* before the completion of the ALABAMA AND CHATTANOOGA RAILROAD LINE from *Meridian* to *New Orleans*. The SOUTH AND NORTH RAILROAD, to be in operation the present year from *Montgomery* to *Elyton*, intersecting at about the centre of the ALABAMA AND CHATTANOOGA RAILROAD, between *Chattanooga* and *Meridian*. Also, a line, now in process of construction, called the EUFALA, OPELIKA, OXFORD AND GUNTERSVILLE RAILROAD, will strike the road at *Gadsden*, eighty-seven miles southwest from *Chattanooga*. It will readily be seen that all the above lines are valuable tributaries to the Alabama and Chattanooga line, passing, as they do, through the most fertile part of the Southern States, producing the most abundant crops of the various cereals, cotton, tobacco, etc.

THE CINCINNATI SOUTHERN LINE, projected from *Cincinnati* to *Chattanooga*, and in aid of which the citizens of *Cincinnati* have almost unanimously voted the munificent sum of TEN MILLIONS OF DOLLARS, and toward which great enterprise parties interested in the ALABAMA AND CHATTANOOGA RAILROAD have subscribed two millions, will prove of very great advantage to the Company. They have secured a liberal charter through the State of Tennessee, and are in a fair way to obtain the same rights in Kentucky.

This will secure through connections with all points North.

It will be seen by this explanation relative to these connecting lines, that the road, aside from being an essential part of the great Southern line to the Pacific, can be fully sustained and will be one of the best paying roads in America.

RESOURCES OF THE COMPANY.

The resources of the Company are ample to complete the line from *Chattanooga* to *Meridian*; and they have every prospect of sufficient means to complete the work to New Orleans.

DISTANCES FROM CHATTANOOGA TO THE PACIFIC.

The distance from *Chattanooga* to *San Diego*, on the Pacific, *via Meridian, Vicksburg and Marshall, Texas*, and the thirty-second parallel, is about two thousand miles, and from *Chattanooga* to *New York*, eight hundred and fifty miles. Total, *New York* to the *Pacific*, two thousand eight hundred and fifty miles. From *New York* to *San Francisco*, by the UNION and CENTRAL PACIFIC lines, *via Buffalo and Chicago*, is three thousand three hundred and sixty-three miles. Difference in favor of the *Chattanooga, Vicksburg, and Marshall* route, to *San Diego*, more than five hundred miles. This route is unquestionably the shortest and cheapest that can be built to the Pacific, as will be seen by reference to a comparative statement of various routes

from report of Captain Humphreys, April 9, 1869, on page 3, with light grades, easy curves, mild and healthful climate, and must eventually become the great and favorite passenger and mail route across the Continent. In Mr. Stewart's report to the Senate of the United States, February 19, 1869, he says :

THE SOUTH IS ENTITLED TO A LINE.

The Southern States are in the Union. They have the same rights that the Middle States have, or the Northern States. They have the right of access to the Pacific on their parallel of latitude. They have a right to their share of the trans-continental commerce between Asia and Europe,—*Norfolk, Charleston, Savannah, Mobile and New Orleans* can justly complain of a Middle State monopoly which pours all this inter-continental traffic into *New York and Philadelphia*. The States lately in rebellion are ruined and impoverished. Their peculiar products of cotton, sugar, rice and tobacco are of the utmost value to the nation. It is sound public policy to aid the restoration of the annual production of this wealth, which is confined by the laws of climate to the South. To the extent that a Southern Pacific railroad will stimulate the growth of the peculiar Southern agricultural products, the Northern and Middle States have each a large and direct interest in having it constructed, and the prosperity of the foreign commerce of the United States demands that it shall be constructed.

WHY GOVERNMENT SHOULD AID THIS ROAD.

It will be seen by reference to the map accompanying this Report that the line of this road traverses a tract of country unsurpassed in the fertility of its soil and salubrity of its climate, to wit: the northern part of Texas, and runs directly through the great mining districts of Arizona and California, the development of which should of itself be an inducement, if there were no other, for the Government to aid this road.

Apart from these considerations, the Government, through the instrumentality of this road, will be enabled to throw open to the world the large tracts of public lands now lying dormant and unimproved along the line of the road, or in contiguity with it, in the States as well as in the territories, thus bringing them into notice and greatly enhancing their value, thereby making them a source of revenue to the Government.

HOW THE AID CAN BE GIVEN.

The Government, in aiding this enterprise, will be placed upon an equal footing, so far as security is concerned, with individuals, which is altogether different from the mode of aiding previous enterprises of a similar character, as will fully appear in the bill which the company propose hereafter to submit to Congress, specifying, for their approval, what aid they desire and in what manner it may be given.

THE CONSTRUCTION OF THIS ROAD A GENERAL GOOD.

While the completion of the Southern Trans-Continental Route will inure very greatly to the advantage of the Southern States, it will also be for the good of the whole Union. The Western, Middle and Eastern States are now rich and prosperous, and they can afford to be and undoubtedly will be liberal and magnanimous toward their weaker sisters, and on their vote, and by their action, depends the early success of this great enterprise.

By order of the Directors of the ALABAMA AND CHATTANOOGA RAILROAD,

D. N. STANTON,
President.



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